

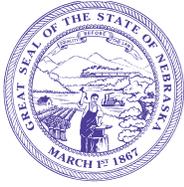
VISION 2032

Mapping Nebraska's Future



Nebraska's Long-Range Transportation Plan

2012



Dave Heineman
Governor

STATE OF NEBRASKA

DEPARTMENT OF ROADS

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I am pleased to share Vision 2032, Nebraska's new long-range transportation plan. Vision 2032 is an overarching policy guide that establishes the goals, objectives and strategies to address the transportation challenges and opportunities facing Nebraska over the next twenty years. Although the Nebraska Department of Roads (NDOR) served as the lead in creating Vision 2032, the Department strived to engage all modes of transportation in the plan's development process. Hundreds of millions of dollars are invested annually to maintain and improve a transportation system that is vital to the state's economy and to the mobility of its citizens, which underlies the importance of this strategic plan.

From the start, the Vision 2032 development process focused on strengthening partnerships between NDOR, various transportation modes, metropolitan planning organizations, local public agencies and others for a collaborative and comprehensive approach to planning and implementation. The planning process required extensive outreach to citizens, elected officials and transportation agency representatives. All of the various contributions provide a critical element in the efforts to update and shape the plan's long term goals, objectives and strategies.

Although NDOR assumes the lead responsibility for implementing Vision 2032, this plan will only produce results when planning partners, stakeholders and the public embrace its direction and demonstrate commitment to its implementation.

I sincerely thank everyone who shared their vision for Nebraska's transportation future. I look forward to seeing progress made toward the Nebraska's transportation system goals that are outlined in these pages through the continued cooperation and partnership that brought this publication to fruition.

Sincerely,

Original letter signed by

Monty W. Fredrickson, P.E.
Director - State Engineer

Vision 2032

A multi-modal plan for Nebraska

Vision 2032 represents Nebraska’s long-range guideline for multi-modal transportation. Long-range transportation planning is a process that builds upon the past and studies the present to help prepare for the challenges of the future. The Vision 2032 goals are centered around four themes: (1) Safety, (2) Mobility, (3) Environmental Stewardship, and (4) Coordination and Cooperation. In support of this effort, the Nebraska Department of Roads (NDOR) has taken the next step to

establish performance measures and define specific strategies that will focus on meeting Vision 2032’s goals and objectives. Although NDOR is just one of many agencies responsible for the state’s transportation system, the goals, objectives and strategies outlined in this plan can serve as examples of potential next steps for other implementing agencies. The Vision 2032 goals, objectives and performances measures are summarized in Table 1 below. These performance measures will be included in NDOR’s Annual Performance Measures Report <http://www.dor.state.ne.us/performance/>.

Table 1 Plan Summary

Goals	Objectives	Performance Measures
1 SAFETY		
1 Improve safety on Nebraska’s transportation system	Reduce fatalities, injuries and property damage frequencies and rates on Nebraska’s transportation system.	Frequencies and rates of fatalities, injuries and property damage resulting from crashes on Nebraska’s transportation system
	Reduce the economic impact of fatalities, injuries and property damage on Nebraska’s transportation system.	Total statewide societal cost of fatalities, injuries and property damage resulting from crashes on Nebraska’s transportation system
2 MOBILITY		
2 Improve mobility on Nebraska’s transportation system through increased reliability, capacity and efficiency	Maintain the system in a state of good repair.	Measures pertaining to current pavement condition, smooth roads and percent structurally sound/functionally adequate bridges
	Manage the use of existing infrastructure by expanding mobility options through policies, programs and technology.	Ratio of trips vs. lane-miles; Number of vehicle-hours traveled; Percentage of total trips that are personal vehicle based; and Multi-modal use on Nebraska’s transportation system
	Reduce the duration of incident response and clearance times on Nebraska’s transportation system.	Incident clearance time
	Improve the operating efficiency of Nebraska’s transportation system.	Measure congestion (e.g. travel time) in the Omaha area, eventually expand this measure to other areas as appropriate
3 ENVIRONMENTAL STEWARDSHIP		
3 Integrate environmental considerations into planning/design, construction and operational activities of Nebraska’s transportation system	Effectively engage diverse stakeholder participation in the early planning/design phase to facilitate project delivery.	Measure stakeholder engagement and NEPA process delivery times
	Ensure environmental commitments made during planning, National Environmental Policy Act (NEPA) process and design are fulfilled during construction.	Document environmental commitments fulfilled during construction
	Encourage an environmentally sustainable transportation system.	Create an index to track environmental sustainability
4 COORDINATION AND COOPERATION		
4 Collaborate with stakeholders to maximize the value of Nebraska’s transportation policies and investments	Develop a proactive coordination plan between stakeholders to ensure effective management and operation of Nebraska’s transportation system.	Measure the number of stakeholders, events, activities, and projects as the result of a collaborative effort with stakeholders. Measure the level of satisfaction with project coordination between NDOR and the local public agencies
	Develop a transportation system that supports current and emerging economic opportunities.	Measure the number of projects completed that result in a positive economic impact on the state

Stakeholder-Driven... in establishing and working toward a desired future direction

The primary goal of the long-range planning process developed for Vision 2032 is to engage Nebraskans in a collaborative dialogue about our current transportation system and direction for the future. There were and will continue to be numerous opportunities for stakeholders to be involved in developing a statewide transportation vision from across the state. Feedback on the goals and objectives was received from citizens, local government entities, resource agencies, federal and state agencies, and representatives of transportation users. A new goal encouraging coordination between local governments was developed as a result of stakeholder involvement.

System-Oriented... in supporting all modes

Vision 2032 Goals and Objectives provide a framework for an integrated and coordinated transportation system poised for the future. The primary responsibility of NDOR is to maintain the quality of and improve the mobility on Nebraska's highway and roadway network. However, NDOR is cognizant of the fact that Nebraska highways and roadways are only part of the seamless transportation network necessary to provide an integrated and coordinated transportation system for the future.

Focused... on implementation and results

The goals, objectives and strategies established in this plan are written so they can be easily implemented and monitored in the future. NDOR is committed to having an implementation plan completed within 12 months of the adoption of the long-range plan.

Responsive... to federal and state policy

The Code of Federal Regulations (23CFR 450.214) requires the development of a statewide long-range transportation plan (LRTP) with a minimum 20-year forecast, which provides for the development and implementation of the multi-modal transportation system for the state. Federal

Vision 2032 is a 20-year multi-modal statewide transportation plan. The Nebraska Department of Roads (NDOR) is committed to updating their long-range transportation plan (LRTP) periodically so that it builds upon earlier LRTPs and provides a fresh look at needs, programs and policies.

regulations (23CFR 450.206) also states that each state shall carry-out a statewide transportation planning process that provides for consideration and implementation of projects and strategies and services. Vision 2032 incorporates each of the following Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning factors into its goals, objectives and strategies:

- (1) Support the economic vitality of the [United States, the states, nonmetropolitan areas and] metropolitan area(s), especially by enabling global competitiveness, productivity and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase the accessibility and mobility of people and for freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes [throughout the state], for people and freight;
- (7) Promote efficient system management and operation; and
- (8) Emphasize the preservation of the existing transportation system.

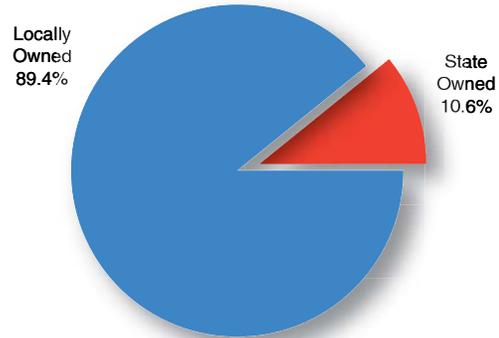
The Existing System

Nebraska's Public Road System

The Nebraska highway and roadway network serves as the primary mode of transportation for both personal and freight travel within the state. Nebraska has 93,654 miles of roads, of which 9,944 miles (10.6 percent) are state-owned. In 2008, there were 18.864 billion vehicle miles traveled (VMT) on Nebraska roadways, with approximately 63 percent on state roads. (See Figure 1)

The differences in traffic volumes on various road systems are significant. The urban and rural interstate system in Nebraska comprises about one-half of one percent of the total state roadway system mileage, but carries 21 percent of all vehicle traffic. By contrast, Nebraska's local (non-state) roads comprise about 89.4 percent of miles, but carry only 37 percent of vehicle traffic.

Road Ownership



Vehicle Miles Traveled (VMT)

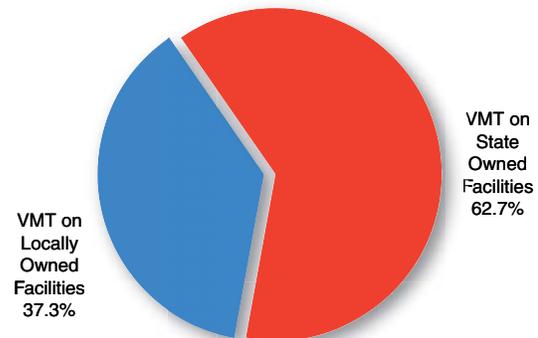


Figure 1

Source: Nebraska Department of Roads

Table 2

Road Inventory ¹			
Road Type	State-Owned Mileage	Non-State Mileage	Total Mileage
Urban			
Interstate	64	-	64
Principal Arterials	325	173	498
Minor Arterials	17	760	777
Collectors	-	483	483
Local Roads	-	4,611	4,611
<i>Subtotal Urban</i>	<i>406</i>	<i>6,027</i>	<i>6,433</i>
Rural			
Interstate	418	-	418
Principal Arterials	2,694	-	2,694
Minor Arterials	4,168	1	4,169
Collectors	2,254	18,033	20,287
Local Roads	4	59,649	59,653
<i>Subtotal Rural</i>	<i>9,538</i>	<i>77,683</i>	<i>87,221</i>
Grand Total	9,944	83,710	93,654

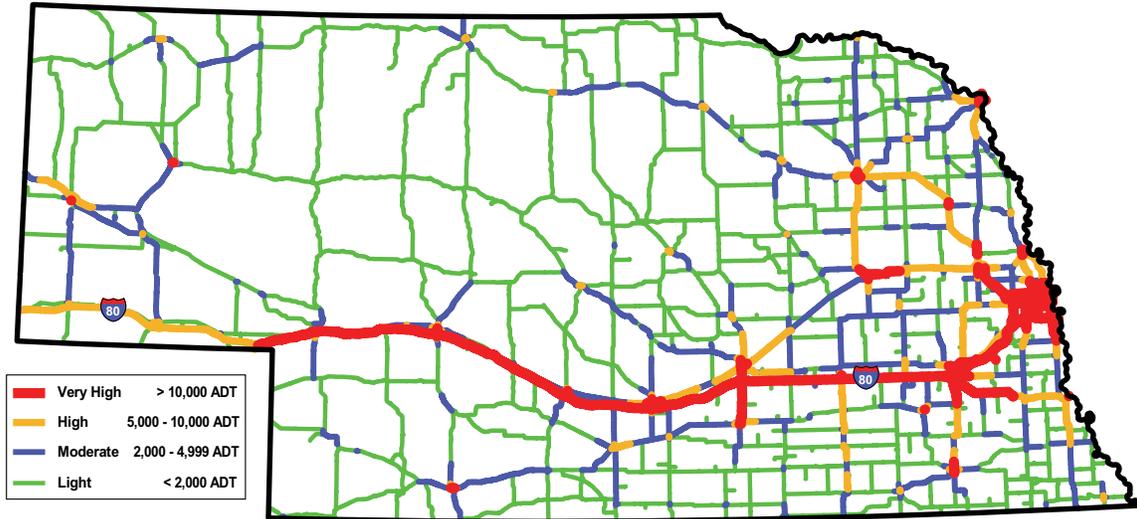
¹Mileage as of December 12, 2010

Source: Nebraska Department of Roads

Although much of the travel occurs on major roadways in the state, most of these trips begin and end on local roads. Because all of these roadways are important for a functioning transportation system, these lower volume roads cannot be neglected. Table 2 shows the road inventory by functional class, mileage and ownership.

The following two maps illustrate the traffic volume on the state highway system. Figure 2 shows the 2010 average daily traffic count (ADT) for all vehicles and Figure 3 displays this data for trucks.

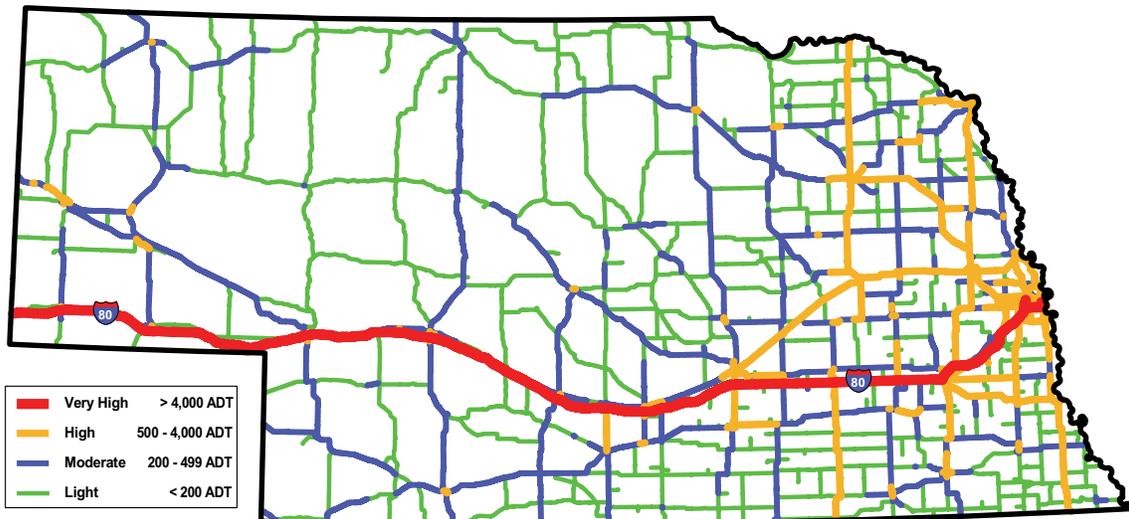
Total Vehicle Average Daily Traffic 2010 Volume



Source: 2010 ADT Data, NDOR Traffic Analysis Unit, Planning and Project Development Division

Figure 2

Truck Average Daily Traffic 2010 Volume



Source: 2010 ADT Data, NDOR Traffic Analysis Unit, Planning and Project Development Division

Figure 3

Roadway Conditions

Information on the condition of roadways across the state is primarily limited to the state system. NDOR uses the Nebraska Serviceability Index (NSI) to rate highway surface quality based on annual inspections as shown in Figure 4. The conditions of the roadways owned by counties and cities are not surveyed regularly.

Condition information is available for both state and local bridges. NDOR maintains the 3,516 bridges on state roadways, while local governments are responsible for the remaining 11,829 bridges. Overall bridges on the state system, which carry much higher volumes, are in better condition than local bridges. Ninety-three percent of state bridges are classified as structurally sound and functionally adequate in comparison to 70 percent of local bridges.

Safety

Much of the focus of highway planning and investment is on improving the safety of the system. In 2010, there were 190 reported fatalities and 33,212 reported crashes on Nebraska's roads. Nebraska's highway traffic fatality rate closely parallels the U.S. average, but Nebraska's rate has declined somewhat from 2001 to 2010, as shown in Figure 5. In 2010, Nebraska experienced 1.0 fatalities per 100 million vehicle miles traveled, in comparison to 1.1 for the nation.

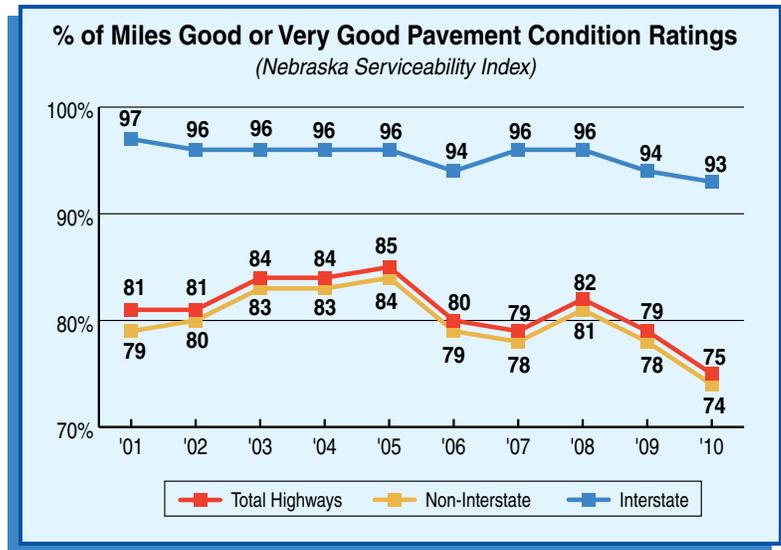


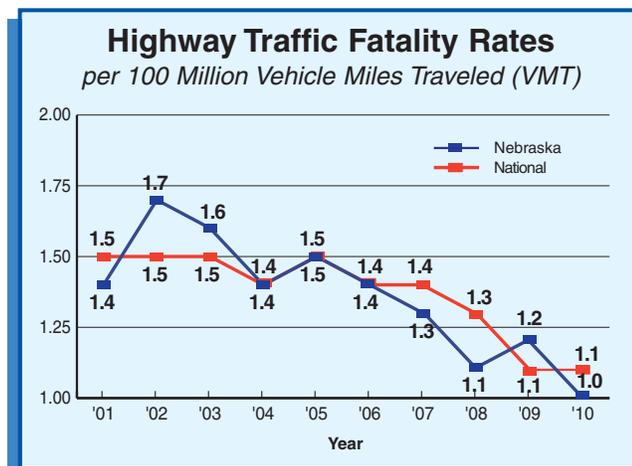
Figure 4

Rail Freight

Nebraska has an extensive rail freight system, estimated at 3,430 rail miles. Rail carries an estimated 28.9 million tons of freight originating in Nebraska. The higher proportion of ton-miles is the result of trip lengths for rail freight shipments that are typically much longer than those on trucks. Farm products are the top commodity carried by rail from Nebraska. Rail also carries 17.6 million tons of products to Nebraska, of which the top commodity is coal enroute through Nebraska. Nebraska's rail freight employment in 2008 totaled 12,246, third in the nation to Texas and Illinois. The impact of the through rail traffic is also substantial, with some rail lines averaging more than 120 trains per day. Nebraska had 5,796 rail-highway grade crossings in 2009—3,114 public and 2,682 private. Currently, Burlington Northern Sante Fe (BNSF) and Union Pacific (UP) control most of the rail network in Nebraska.

Public Transportation Services

Public transportation serves an important role in providing modal choices for citizens of the state. Nebraska's metropolitan transit providers include: Metro (Omaha), StarTran (Lincoln), and Sioux City Transit System (South Sioux City). Table 3, on the next page, provides a brief summary of key statistics for the metropolitan transit systems. Each of these transit agencies also provides demand-response (paratransit) door-to-door services within the regular route service areas.



Source: Nebraska Department of Roads

Figure 5

The transit service providers in the three metropolitan areas account for the majority of transit trips in the state. Transit service for the counties outside the metropolitan areas is primarily demand-response transit or paratransit, but all are open to the general public. There are 206 rural transit vehicles, approximately 33 percent have exceeded their useful life. Some of these agencies require advance reservations (e.g., 24 hours in advance) in order to use the service. Currently, 74 out of the 93 counties in Nebraska provide some form of transit service. (See transit map in Appendix I, Figure 2.1)

Intercity Transportation Services

Amtrak serves one route, called the California Zephyr, which operates on freight railroad tracks owned by Burlington Northern. This route operates between San Francisco and Chicago. Only one train per day per direction stops in Nebraska; these stops are located in Omaha, Lincoln, Hastings, Holdrege and McCook. In 2009, there were 43,085 Amtrak passenger boardings in Nebraska.

In 2009, there were approximately 7,000 passenger boardings in Nebraska for the four state and federally subsidized intercity bus providers (BlackHills Stage Line, Blue Rivers Transportation System, Dashabout Shuttle and K&S Express). Additional intercity bus providers include Arrow Stage Line, Eppley Express and Burlington Trailways. The majority of these intercity providers utilize passenger vans and most make one roundtrip per day for each of their routes. In some cases (i.e. Blue Rivers), a route is only run once or a few times a week.

Bicycle and Pedestrian Facilities

A number of different organizations, including the State of Nebraska, and various local communities have made significant investments in constructing new multi-use trails to serve pedestrian and bicycle travel. Over the last decade, many miles of trails (e.g., Cowboy Trail) and bridges (e.g., Lied Platte River Bridge, Bob Kerrey Pedestrian Bridge) have been constructed and various communities are in the process of planning or constructing additional multi-use trails.

The state highway system also offers another means for bicyclists to travel between communities in Nebraska. NDOR has a bicycle map showing the

Table 3

Metropolitan Area Transit Providers in Nebraska			
Transit System Indicator	Omaha – Metro	Lincoln – StarTran	Sioux City – SCTS ¹
Fleet Size	138	72	25
Routes	23	18	1
Annual Unlinked Trips	4,158,568	1,809,546	46,536
Annual Passenger Miles	17,790,720	4,938,000	232,680 ²
Percentage of Total Demand Response Trips	1.9%	3.08%	3.1% ¹
Fare Recovery Ratio	20%	13.5%	23.8% ¹

¹ System cost-recovery ratio and demand response percentage includes routes in Sioux City, Iowa. FY-2010 Statistics: Demand Response % (37,362/1,202,818) and Fare Recovery Ratio: \$982,118/\$4,129,359.
² From SCTC-Passenger miles survey counts taken in 2008 by LSC Transportation Consultants, Colorado Springs, Colorado in a formal route study. Average passenger miles per unlinked trip are 5 miles.

Source: 2008 National Transit Database Report; additional information obtained from the websites for Metro, StarTran and SCTS (FY-2010 for SCTS Data).

compatibility of bicycling on each state highway. This Bike Guide & Map can be found at www.roads.ne.gov/info/index.htm#bikeinfo. The continued expansion of the multi-use trail system and improvements to existing transportation facilities encourage an increase in these modes for both work and non-work trips.

Inland Water Navigation

The Missouri River provides the only route for waterborne commerce in the state and serves as Nebraska's 318-mile eastern border. The Missouri River is navigable from Sioux City, Iowa, to its junction with the Mississippi River, a length of 735 miles. In 2010, 46,184 tons of commodities moved to and from Nebraska via the Missouri River. Shipments from Nebraska were destined to Alabama and Louisiana, while shipments to Nebraska originated in Mississippi and Louisiana.

Aviation System

There are 81 airports currently licensed by the State of Nebraska to operate as public-use facilities. This includes the sea plane base at the Harlan County Lake near Alma. Two of the airports (North Omaha and South Sioux City) are privately owned. The remaining airports are publicly-owned facilities, owned by either a village/city or the county. In 2010, there were more than two million commercial air passenger enplanements at Nebraska airports. Omaha's Eppley Airfield ranks 62nd in the United States in terms of number of enplanements.

The Mission

As the State of Nebraska moves into the future, the Nebraska Department of Roads (NDOR) remains firmly dedicated to its mission *to provide and maintain, in cooperation with public and private organizations, a safe, reliable, affordable, environmentally compatible, and coordinated statewide transportation system for the movement of people and freight.* Vision 2032 supports NDOR's mission, providing direction for future transportation development in Nebraska.

The Planning Process

Figure 6 illustrates the strategic planning model used for Vision 2032's plan development. The planning process required extensive outreach to citizens, elected officials and transportation agency representatives from across the state to better understand issues that are important as the state develops a long-term plan for transportation. Gaining public input was a critical element in the effort to update the Nebraska LRTP and has helped to shape long-term goals and objectives. In an effort to reach out to broad interests, NDOR served as the facilitator for the process through four primary actions:

- Two rounds of outreach across the state.
- Transportation surveys involving a wide range of stakeholders.
- Two rounds of outreach with stakeholders around the state.
- A major stakeholders summit held on August 24, 2011, with a broad spectrum of stakeholders representing transportation in Nebraska.

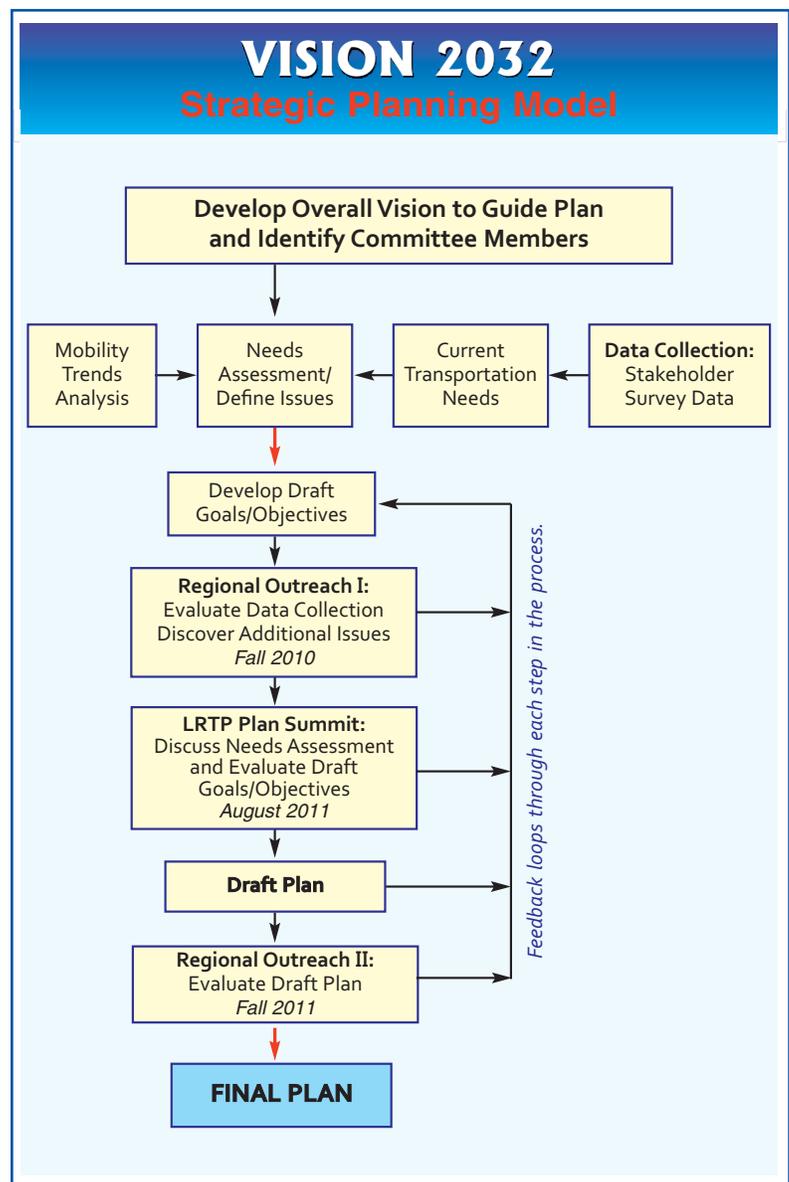


Figure 6

The Outreach

Through the use of surveys and outreach on Vision 2032, the NDOR had numerous opportunities for stakeholder involvement in an effort to develop a transportation vision for the state. Stakeholders were encouraged to comment on the Vision 2032 website continuously throughout the planning process. Vision 2032 reflects feedback from:

■ An in-depth survey

In April 2010, NDOR solicited input from three groups of stakeholders: (1) the Nebraska traveling public (private citizens), (2) Nebraska businesses, and (3) transportation decision makers and those who influence transportation decisions. Respondents were given the option of responding to an internet survey or a paper survey instrument. A total of 4,213 stakeholders responded to the survey including 2,219 private citizens and 1,131 businesses. The Nebraska traveling public was notified of the survey through a variety of outlets including: news releases, placards placed by computers in public libraries, Internet links placed on various websites and in newsletters, paper surveys distributed by transit providers across the state, and the eight NDOR District offices. A random sample of Nebraska businesses and transportation decision makers were contacted via mail. This methodology enabled NDOR to reach transportationally disadvantaged citizens through transit providers and businesses that represent or work with these stakeholders.

■ A needs-assessment survey to all Nebraska cities and counties

In July 2010, a supplementary mail survey was sent to all Nebraska Highway and Street Superintendents to assess the gap between local highway and street needs and available revenues.

■ Statewide outreach to stakeholders

Planning staff presented stakeholder survey data and draft goals and objectives at meetings around the state. Presentations



were made to the following organizations: League of Municipalities Annual Conference, District/Highway Commission meetings, the Nebraska Association of County Officials Annual Meeting and Metropolitan Planning Organization meetings for Omaha, Lincoln and South Sioux City. There were two rounds of presentations, one in the Fall of 2010 detailing the LRTP process and stakeholder survey data and the other in the Fall of 2011 sharing the draft goals and objectives. Stakeholders were notified (via news releases and email notices) when the draft goals, objectives and strategies were released for public comment.

■ A Vision 2032 Stakeholder Summit

In August 2011, a total of 106 stakeholders met to review and discuss draft goals, objectives and strategies during a full-day summit hosted by NDOR. These stakeholders represented state, federal and tribal leaders; U.S. Senate and Congressional representatives; law enforcement and private industry professionals; and representatives from a variety of transportation modes across the state. The attendees participated in facilitated breakout sessions centered around each goal. Following the Summit, the Vision 2032 Development Team revised the draft goals, objectives and strategies based on stakeholder input.

The Vision

Provide direction for Nebraska's transportation future

Nebraska's transportation vision needs to...

- Encourage the safe, easy and efficient movement of people and freight throughout the state.
- Preserve and improve Nebraska's transportation system for future generations by protecting the state's investment in its transportation infrastructure.
- Support environmental stewardship.
- Work toward an integrated, seamless, multi-modal statewide transportation system.
- Break down institutional barriers and embrace strategic partnering to link transportation and economic growth.
- Be flexible and respond to the state's transportation needs now and in the future.

Trends Influencing the Vision

Nebraska's population and traffic volume will continue to be concentrated in urbanized areas and along Interstate 80

Nebraska currently has a population of 1.8 million people according to the 2010 U.S. Census. More than half of all Nebraskans live in three eastern counties—Lancaster, Sarpy and Douglas. By 2030, the population of Nebraska is projected to increase to more than 2 million. As shown in Figure 7, most of the projected population growth is expected to occur in counties along I-80 and to the east, with much of the growth in the state's urbanized areas. It is projected that only 26 counties will have population increases through the year 2030, while 67 (72 percent) may see declines.

The implications of this population forecast are that the need for expanding transportation system capacity will continue to be in eastern Nebraska, urbanized areas and along the I-80 corridor, while the need for infrastructure renewal, system preservation, mobility, accessibility and maintenance will continue to be spread throughout the state.

Forecast of Nebraska Population Change 2005 to 2030

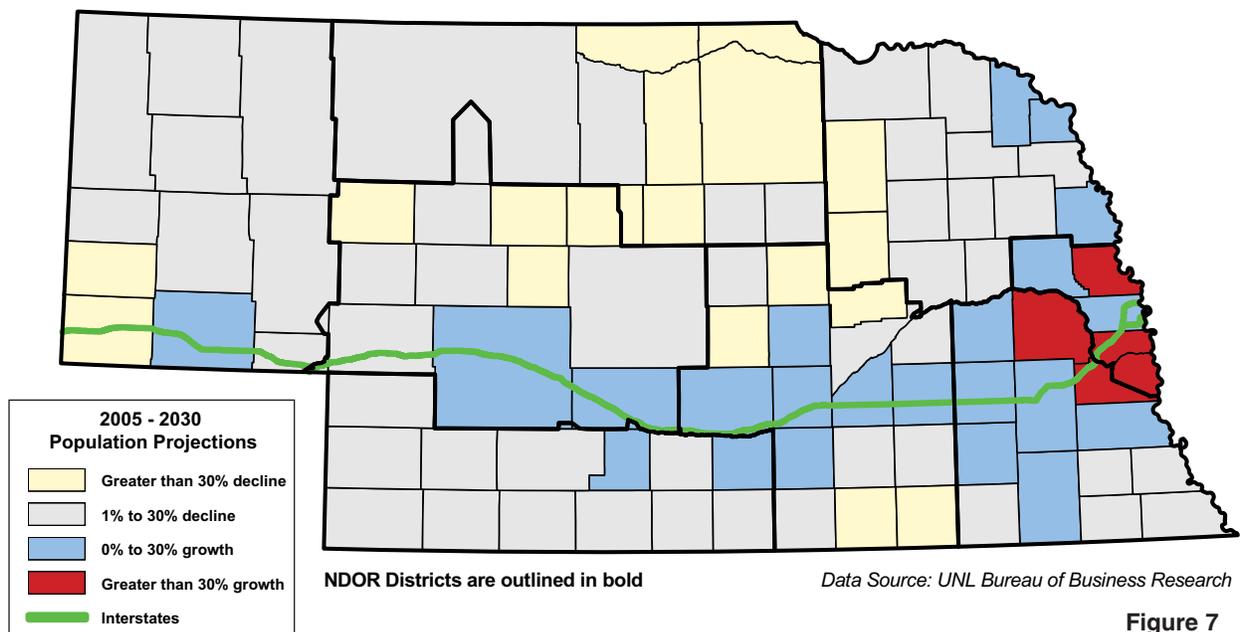


Figure 7

Freight Movement

Freight volume will continue to grow especially along Interstate 80

Freight is an important aspect of transportation. Efficient freight movement is vital for the economic well-being of Nebraska, as well as the United States. The two most relevant freight transportation modes in Nebraska are trucks and rails. Major freight corridors utilizing these two travel modes traverse across the width of the state. Estimates from Freight Analysis Framework (version 3, FAF³, a federal program that integrates data from a variety of sources to estimate freight flows) show that truck-based freight will increase from 222.37 million tons in 2007 to 373 million tons in 2040, representing a 67.7 percent increase. Rail-based freight will increase from 22.585 million tons to 26.251 million tons, representing an increase of 16.2 percent (see Table 4).

The value of yearly freight originating in Nebraska and transported via trucks is expected to increase from \$84.9 billion in 2007 to \$185.7 billion in 2040, indicating a 118.6 percent increase. The value of freight transported by rail is expected to increase from \$6.2 billion to \$9.7 billion, representing an increase of 56.5 percent. Thus, significantly more freight tonnage of considerably greater value will be transported on Nebraska highways and rails in the coming years. Some of the commodities moved within, from and to Nebraska include cereal grains, gravel, coal and agriculture products including live animals. Iowa and Kansas are the two top trading partners for Nebraska, based both on freight tonnage and the monetary value of traded freight.

Two changes related to freight transportation at the international level could impact freight trends in Nebraska. The first is the expansion of the Panama Canal by adding a third set of locks. This expansion, expected to be completed by 2014, will allow much larger cargo vessels to traverse the canal than is currently feasible. As a result, trade patterns in the United States may shift with increased Asian trade moving from the Pacific to the Atlantic ports.

Table 4

FAF ³ Prediction for Nebraska Freight Tonnage			
Transportation Mode	2007 (Thousands of Tons)	2040 (Thousands of Tons)	Percent Increase
Truck	222,371.7	373,005.5	67.7%
Rail	22,585.9	26,251.1	16.2%
Water	2.9	3.0	1.1%
Air (includes truck-air)	19.9	38.1	91.2%
Multiple Modes & Mail	3,918.5	6,252.4	59.6%
Pipeline	556.8	451.8	(18.9%)
Other & Unknown	744.1	1,147.6	54.2%

Source: Federal Highway Freight Analysis Framework Database

The second change is the opening of the so-called Northwest Passage, which is a sea route through the Arctic Ocean along the northern coast of North America connecting the Atlantic and Pacific Oceans. Historically, the Arctic pack ice prevented regular shipping, but recent changes in the climate have reduced this pack ice and made the waterway more navigable. The route can be especially useful for ships that are too big to pass through the Panama Canal and must navigate around the tip of South America.

While pending international political resolutions to be fully operational, the opening of this route can significantly alter existing freight transportation trends in the United States. The implications of these two international changes for Nebraska freight are difficult to ascertain due to paucity of data and fluidity of the political atmosphere at this time. Nonetheless, these two changes warrant careful monitoring in the future and assessment of likely impacts on Nebraska freight transportation when needed data are available.

Historic trends and results of freight modeling of truck freight transportation show that it will significantly increase in Nebraska over the coming years. Future needs from NDOR's planning perspective will be accommodating the increasing truck traffic on Nebraska's highways and the resulting wear on highway infrastructure.

Source: Executive Summary of a report on the freight transportation status in Nebraska completed by Nebraska Transportation Center at the University of Nebraska-Lincoln. The full report can be found in Vision 2032 Appendix III.

Funding Needs and Revenues Influencing the Vision

Nebraska's State Highway System is experiencing a transportation funding shortfall

The 2011 *State Highway Needs Assessment* report identifies capital needs for state highways that are owned by NDOR over the next 20 years or through 2032. The needs for 20 years are estimated at \$9.6 billion in year 2011 dollars, or \$13.8 billion in year of expenditure dollars. While NDOR's 2011 *State Highway Needs Assessment*¹ projects that total needs will grow at a projected inflation rate of 5 percent for FY-2013 and FY-2014, and 3 percent for the remaining 18 years, total revenue is projected to remain relatively flat. Figure 8 shows total needs for the state in year of expenditure dollars.

As shown in the graph below, state highway system needs are estimated to be \$505 million in FY-2013. Based on NDOR's current estimate, the amount of revenue that would be available for the FY-2013 construction program is \$389 million. This results in a shortfall of \$116 million. If revenue

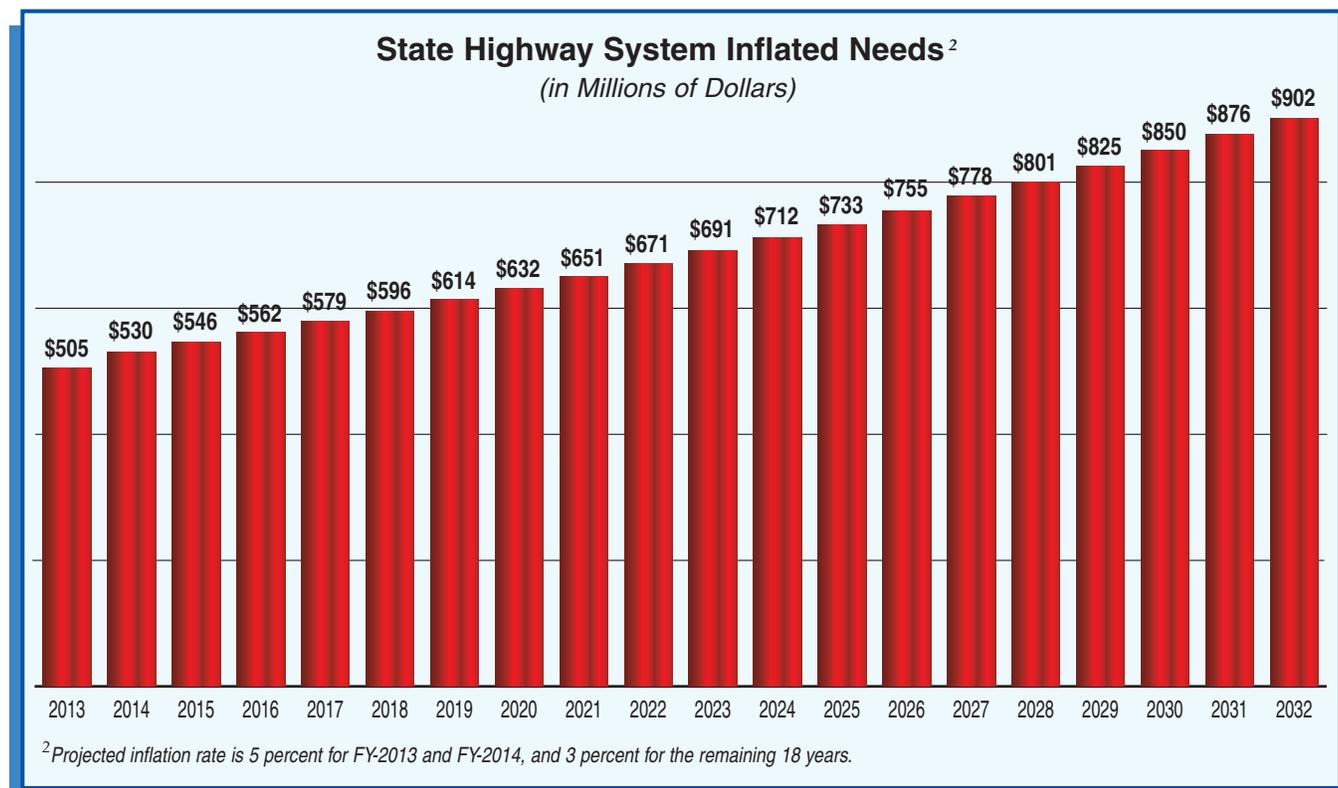
were to remain constant over the next 20 years this funding shortfall would continue to swell through 2032.

Highway Funding Needs Off the State Highway System

An essential component of NDOR's Long-Range Transportation Plan update is the ability to estimate the current and future transportation needs across the state. NDOR has a well-established process for defining Nebraska's 20-year state highway needs, with consistent data and an annual State Highway Needs Assessment. However, there is no consistent data or criteria for projecting non-state highway needs in metropolitan areas, cities, counties or rural areas across the state.

Responses from a survey of highway and street superintendents have enabled NDOR to assess

¹The 2011 *State Highway Needs Assessment* was the latest assessment at the time of press. The current assessment can be accessed at <http://www.dor.state.ne.us/needs/index.htm>.



Source: Nebraska Department of Roads 2011 Needs Study

Figure 8

the gap between local needs and available revenues. Surveys were mailed in July 2010 to 420 appointed highway/street superintendents, with 143 responding to the survey. Nebraska cities and counties indicated that if their current level of funding remains the same, over the next 20 years, 37 percent of *capital improvement* needs and 54 percent of *maintenance needs* will be addressed. Again, it is important to stress that the off-system needs analysis estimate is based on the results of a survey rather than the established technical process of extensive data collection used to report the state highway needs assessment.

The supplemental survey also asked respondents to select the top three significant funding shortfalls as they plan for their 20-year needs. The most frequently mentioned shortfalls include: maintenance of hard surfaced roads, upgrades to existing roadways, construction of new roads, equipment and bridge replacement.

Public Transportation Funding Needs

Vision 2032 identifies public transportation as an important part of the statewide transportation system. Public transportation contributes to the mobility of all Nebraskans, including those who lack the financial resources or physical ability to access other modes of travel. Public transportation provides linkages to jobs, schools, community services and commercial services; increases the capacity of transportation corridors; and helps to reduce auto VMT. Omaha, Lincoln and Sioux City 20-year public transit costs are \$179.7 million. Table 5 summarizes the key characteristics and costs of Nebraska's metropolitan area and rural transit systems.

Table 5

20-Year Metropolitan/Rural Transit Costs			
Year of Expenditure Dollars			
Metropolitan Area Transit Operator	Ridership Forecast	\$O / M Costs (20-Year)	Capital Costs (20-Year)
Omaha – Metro*	6.4 M	\$695 M	\$125 M
Lincoln – StarTran	2.2 M	\$282 M	\$53.7 M
Sioux City – SCTS*	69,800	\$5.8 M	\$1.01 M
Rural	1.0 M	\$190 M	\$46 M
Total	9.7 M	\$1.17 B	\$225.7 M

*Figures for Omaha and Sioux City systems show only the Nebraska portion of each system.
O/M - Operations and Maintenance

Source: MAPA, Lincoln and SIMPCO MPOs

Freight Rail Funding Needs

Although railroads are privately owned and operated, their condition and performance impact the demand for highway freight movement and, therefore, highway needs. An approximation of rail needs and costs has been developed based on available national reports on freight rail costs and on NDOR estimates of rail grade crossing and signal safety needs. Table 6 summarizes the freight rail capital costs according to the categories of: (1) Shortline railroad, (2) Class I railroad infrastructure, and (3) Class I railroad non-infrastructure. Rail crossing and other rail signal safety needs are also listed.

Table 6

Annual Freight Rail Capital Costs for Nebraska		
Costs in Millions of Dollars		
Costs Category	Est. 2010 Costs	Est. 20-Year Costs in Year of Expenditure \$
Shortline	\$11	\$305
Class I – Infrastructure	\$110	\$3,044
Class I – Non-Infrastructure	\$49	\$1,356
Total	\$170	\$4,705
Rail Grade Crossing and Signal Safety Needs ^a	\$22	\$609

^a Included in state and non-state highway needs estimates.

Source: Nebraska Department of Roads

Bicycle and Pedestrian Funding Needs

Although pedestrian and bicycle travel are elements of any transportation system, it is difficult to define needs for these two elements of the system. Costs related to pedestrian travel might range from sidewalks along an urban street to a dedicated off-street trail. The boundary between public and private control of these types of facilities is often less clear than for other elements of the transportation system. Given the broad range of potential costs for the purposes of this plan, costs are focused on major system improvements, namely, dedicated trail facilities.

The State of Nebraska has a statewide trails plan entitled, *A Network of Discovery: A Comprehensive Trails Plan for the State of Nebraska* (ANOD II). This document was published in 2004 and is an update to the original 1994 trails plan. The plan is in effect until 2014 and will then be updated by the Nebraska Game and Park Commission.

The construction cost per mile for the community trails is higher than for the primary regional trails due to the increased likelihood of using concrete for the trail surface within communities; in addition, urban environments can increase costs. According to this plan, multi-use trail costs throughout the state are estimated to be \$254.2 million over the next 20 years, \$107.2 million of this for trails within communities and \$146.9 million for statewide and regional trails. Table 7 summarizes regional and community trail costs in year of expenditure dollars.

Table 7

Trail Category	Existing Miles	Planned Miles	Planned Trail Costs (\$ Millions)
Regional Trails	165	1,099	\$146.9 ^a
Community Trails	725.4	451.5	\$107.2 ^b
Totals	890.4	1,550.5	\$254.2

^a All regional trails are assumed to be constructed of limestone/granular stone materials. Trail construction cost is assumed to be \$125,000 per mile for the Cowboy Trail and \$135,000 per mile for all other trails. Cost estimates are based on the last two years of NDOR transportation enhancement funding for multiuse trails. Right-of-way costs are not included in the estimate.

^b Construction cost for limestone community trails is assumed to be \$135,000 per mile, while construction cost for concrete community trails is assumed to be \$250,000 per-mile.

Source: Nebraska Game & Parks Commission

Airport Funding Needs

While future federal and state funding is shown in the plan, it should be noted that the funds are estimates and actual funding is uncertain. The federal Airport Improvement Plan expired in September 2007 and has not been reauthorized. The funding levels and structure of a future federal program are unknown. Future state funds are also uncertain. In 2010, funds were not allocated to the state grant fund due to budget shortfalls. State grant funds are also not expected to be available in 2011. The Capital Improvement Plan assumes that funding will return to historical levels in the short term. If not, capital projects will be delayed until funding becomes available. Federal funding is distributed based on a priority system. State funds are allocated by the Nebraska Aeronautics Commission, a five-member board appointed by the governor. Table 8 summarizes the future airport funding needs.

Table 8

	Federal	State	Local/Private	Total
National	\$230.8	\$2.4	\$85.5	\$318.7
Regional	\$79.1	\$0.9	\$30.0	\$110.0
Local	\$56.1	\$4.7	\$27.4	\$88.2
Limited	\$22.0	\$1.9	\$11.7	\$35.7
Statewide	\$388.0	\$9.9	\$154.7	\$522.6

Source: Nebraska Department of Aeronautics

Summary of Transportation Needs

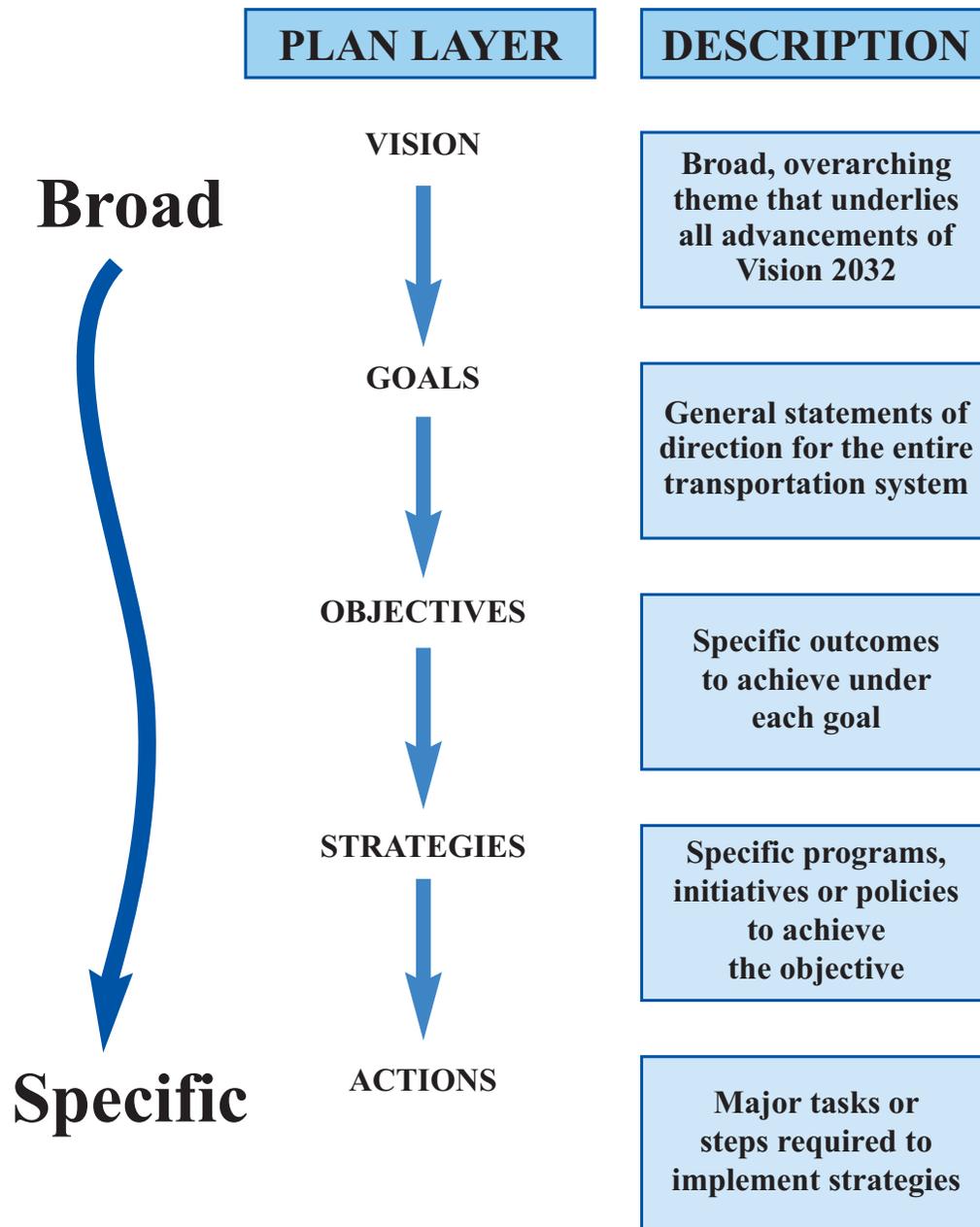
The capital needs for each of the transportation modes described in this document are summarized in Table 9. The freight rail infrastructure costs are condensed from the ranges described in the text to a single-point estimate equal to the midpoint of the range.

Table 9

Total Nebraska Capital Needs and Costs for All Transportation Modes	
<i>Year of Expenditure Dollars In Millions</i>	
Category	Needs/Costs (20-Year)
Highway	\$13,809
NDOR's State Highways	\$13,809
Other Agency's Highways	N/A
Transit	\$226
Omaha-Lincoln-Sioux City	\$180
Rural	\$46
Freight Rail	\$4,705
Bicycle and Pedestrian	\$254
Primary Regional Trails	\$147
Community Trails	\$107
Airport	\$523
Total Multi-modal	\$19,517



How do we translate a vision into action?



Vision 2032 provides direction for Nebraska's transportation future by the four goals established in the development process. The Vision 2032 goals are centered around four themes: (1) Safety, (2) Mobility, (3) Environmental Stewardship, and (4) Coordination and Cooperation.

The goals, to be achieved by 2032, will guide activities across modes and entities as outlined by the objectives, strategies and actions developed through the planning process. These goals, as well as the objectives and

strategies, were shaped by utilizing stakeholder input received from the stakeholder survey, summit, and other means throughout plan development.

Vision 2032's implementation structure and regular monitoring process will facilitate steady progress toward the goals with the flexibility to adapt to the challenges encountered during the coming years. Each goal and its supporting objectives and strategies is presented on the following pages. Actions are presented in the Plan Implementation section (see page 24).

Vision 2032 Goals

- 1 Safety:** Improve safety on Nebraska's transportation system.
- 2 Mobility:** Improve mobility on Nebraska's transportation system through increased reliability, capacity and efficiency.
- 3 Environmental Stewardship:** Integrate environmental considerations into planning/design, construction and operational activities of Nebraska's transportation system.
- 4 Coordination and Cooperation:** Collaborate with stakeholders to maximize the value of Nebraska's transportation policies and investments.

1

Safety

Improve safety on Nebraska's transportation system

Moving people and freight across Nebraska's transportation system safely and securely is a state priority. A safe and secure system will also balance personal traveler safety with the need to improve mobility by minimizing major delays or inconvenience. The objectives and strategy incorporate the following plans:

Nebraska Strategic Highway Safety Plan

<http://www.dor.state.ne.us/highway-safety/docs/strat-hwy-sfty-plan.pdf>

Performance-Based Strategic Safety Plan

<http://www.roads.ne.gov/nohs/pdf/hsp402Plan.pdf>

Motor Carrier Assistance Plan

<http://statepatrol.nebraska.gov/MCSAP.aspx>

✓ Objectives (O):

O1: Reduce fatalities, injuries and property damage frequencies and rates on Nebraska's transportation system.

O2: Reduce the economic impact of fatalities, injuries and property damage on Nebraska's transportation system.

✓ Strategy (S):

O1/O2-S1: Maintain and update the Nebraska Strategic Highway Safety Plan, Performance-Based Strategic Traffic Safety Plan and Motor Carrier Safety Assistance Plan according to federal standards, regulations and emerging trends.

✓ Performance Measures (PM):

O1-PM1: Frequencies and rates of fatalities, injuries and property damage on Nebraska's transportation system.

O2-PM2: Total statewide societal cost of fatalities, injuries and property damage.

Goal Attributes

Goal supports FHWA and FTA Planning Factor...

(2) Increase the safety of the transportation system for motorized and non-motorized users.

Goal addresses NDOR Stakeholder Survey results...

- 81% consider Distracted Drivers as one of the biggest threats to safety
- 61% consider Alcohol as one of the biggest threats to safety
- 52% consider Aggressive Drivers as one of the biggest threats to safety
- 47% consider Driver Error as one of the biggest threats to safety

Goal supports NDOR mission statement

Mobility

2

Improve mobility on Nebraska's transportation system through increased reliability, capacity and efficiency

The following objectives, performance measures and strategies are designed to address Nebraska's mobility needs. The objectives and strategies highlight the need to enhance Nebraska's multi-modal capabilities, utilize Intelligent Transportation Systems (ITS) for system efficiency, and keep the transportation system in a state of good repair. Considering the widening gap between infrastructure costs and revenues, NDOR recognizes the need to invest in preserving the existing system. Sustaining quality infrastructure will require an increasing emphasis on maintaining what we have, establishing supportive maintenance cycles, and ensuring adequate capital to support all modes of transportation. This also means using new strategies, technologies and products that yield long-term benefits and require less maintenance.

✓ Objectives (O):

- O1:** Maintain the system in a state of good repair.
- O2:** Manage the use of existing infrastructure by expanding mobility options through policies, programs and technology.
- O3:** Reduce the duration of incident response and clearance times on Nebraska's transportation system.
- O4:** Improve the operating efficiency of Nebraska's transportation system.

✓ Strategies (S):

- O1-S1:** Strategically replace and rehabilitate transportation assets.
- O1-S2:** Support the development of asset management systems to include all transportation modes.
- O2-S1:** Continue partnerships/programs (e.g. grant programs) to assist local transit carriers in optimizing their transit operations.
- O2-S2:** Continue the current highway improvement program and ensure it is collaborative and transparent.
- O2-S3:** Continue partnerships that encourage local public agencies to identify multi-use pathway needs.

Mobility Strategies (cont'd.)

- O2-S4:** Evaluate the need for a committee or partnership that studies the role of rail in the movement of people and freight.
- O2-S5:** Partner with others to support the use of non-motorized forms of transportation.
- O2-S6:** Integrate state freight planning efforts into all local planning agencies and private stakeholder activities.
- O3-S1:** Develop incident management plans with various other agencies, including law enforcement and emergency responders.
- O3-S2:** Improve and maintain the functionality of the alternate routing system.
- O3-S3:** Maintain and enhance the 511 advanced traveler information system.
- O3-S4:** Improve the functionality of NDOR District Operations Centers (DOC) to better manage incidents.
- O4-S1:** Increase the use of Intelligent Transportation Systems (ITS) on the state transportation system.
- O4-S2:** Continue NDOR's partnership with railroad companies to use up-to-date technology at railroad crossings.

✓ Performance Measures (PM):

- O1-PM1:** Measures pertaining to current pavement condition, smooth roads and percent structurally sound/functionally adequate bridges
- O2-PM1:** Ratio of trips vs. lane-miles on Nebraska's transportation system *
- O2-PM2:** Number of vehicle-hours traveled on Nebraska's transportation system *
- O2-PM3:** Percentage of total trips that are personal vehicle based *
- O2-PM4:** Multi-modal use *
- O3-PM1:** Incident clearance time
- O4-PM1:** Measure congestion (e.g. travel time) at various points throughout the Omaha area and eventually expand this measure to other areas as appropriate.

* Long range measure; NDOR will implement when data and resources are available. Urban area measures will be implemented first.

Goal Attributes

Goal supports FHWA and FTA Planning Factors...

- (3) Increase the security of the transportation system for motorized and non-motorized users.
- (4) Increase the accessibility and mobility of people and for freight.
- (6) Enhance the integration and connectivity of the transportation system, across and between modes [throughout the State], for people and freight.
- (7) Promote efficient system management and operation.
- (8) Emphasize the preservation of the existing transportation system.

Goal addresses NDOR Stakeholder Survey results...

- 96% rank State of Good Repair as a high or critical priority
- 62% rank "less congestion on state/interstate highways" as a high or critical priority
- 49% plan to travel by an alternative mode of transportation in the future
- 94% consider incident response time as important to mobility
- 86% consider electronic message signs as important to mobility
- 98% of freight dependent businesses consider increased maintenance of existing roads and bridges important for enhanced goods movement
- 77% of freight dependent businesses consider better connections between farm and market important for enhanced goods movement

Goal supports NDOR mission statement

Environmental Stewardship

3

Integrate environmental considerations into planning/design, construction and operational activities of Nebraska's transportation system

NDOR and its partner federal, state and local agencies are committed to their role as an environmental steward and to preserving and protecting the environmental features and resources of the state. This goal emphasizes that transportation investments must be balanced with environmental stewardship. The objectives help to link planning and environmental considerations and project phases; carry environmental commitments forward into construction; and encourage an environmentally sustainable transportation system. Furthermore, NDOR believes that increased stakeholder participation in the early planning and design phases will help expedite project delivery.

✓ Objectives (O):

- O1:** Effectively engage diverse stakeholder participation in the early planning/design phase to facilitate project delivery.
- O2:** Ensure environmental commitments/mitigations made during planning, NEPA process and design are fulfilled during construction.
- O3:** Encourage an environmentally sustainable transportation system.

✓ Strategies (S):

- O1-S1:** Develop early stakeholder consultation strategies.
- O1-S2:** Engage the public early and continuously during the Planning/Design phase.
- O1-S3:** Evaluate the impact of major transportation projects on the human environment.
- O1-S4:** Collaborate with other federal, state and local environmental resource agencies (participants might include HUD, HHS, DED, DEQ, EPA, FWS, NSHS, DOE and Corps)¹ to coordinate projects and subsequent transportation activities.

¹ HUD - U.S. Department of Housing & Urban Development
 HHS - Nebraska Department of Health & Human Services
 DED - Nebraska Department of Economic Development
 DEQ - Nebraska Department of Environmental Quality
 EPA - U.S. Environmental Protection Agency
 FWS - U.S. Fish & Wildlife Service
 NSHS - Nebraska State Historical Society
 DOE - Department of Energy
 Corps - U.S. Army Corps of Engineers

Environmental Stewardship Strategies *(cont'd.)*

O2-S1: Ensure planning/design environmental commitments to stakeholders and the public are carried forward to project construction.

O3-S1: Develop a statewide map of wetland mitigation sites and banks maintained by the Nebraska Department of Roads.

O3-S2: Incorporate environmental best management practices into the Operations Maintenance Manual.

O3-S3: Promote strategies to recycle or reuse transportation materials.

O3-S4: Promote community stewardship of highways utilizing programs such as adopt-a-highway.

O3-S5: Communicate environmental mitigations being employed by NDOR to stakeholders.

✓ Performance Measures (PM):

O1-PM1: Measure NEPA process delivery times

O1-PM2: Develop a metric from Title VI* annual report to measure stakeholder engagement

O2-PM1: Document environmental commitments fulfilled during construction

O3-PM1: Create an index to track environmental sustainability

* Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color or national origin in programs or activities that receive federal financial assistance.

Goal Attributes

Goal supports FHWA and FTA Planning Factors...

- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

Goal addresses NDOR Stakeholder Survey results...

- 90% rank the environment as an important community issue
- 55% rank the “environmental impact of transportation projects” as a high or critical priority

Goal supports NDOR mission statement

4

Coordination and Cooperation

Collaborate with stakeholders to maximize the value of Nebraska's transportation policies and investments

Maximizing the value of Nebraska's transportation investments is essential to achieving the vision of a transportation system that is in good condition, promotes modal choice and minimizes delay. This vision should include capacity-adding improvements which have a positive impact on mobility, safety, the economy and communities. As Nebraska faces the growing gap between current revenue sources and the costs of maintaining and improving the existing system, it is important that NDOR provide leadership in enhancing existing collaboration and developing new partnerships. The following objectives, strategies, and performance measures ensure Nebraska's transportation system is better aligned with the State's economic and community development needs while preserving our natural, historical and cultural assets for future generations.

✓ Objectives (O):

- O1:** Develop a proactive coordination plan between stakeholders to ensure effective management and operation of Nebraska's transportation system.
- O2:** Develop a transportation system that supports current and emerging economic opportunities

✓ Strategies (S):

- O1-S1:** Identify stakeholders to optimize information sharing, communication, and coordination networks in support of effective and integrated transportation policies.
- O1-S2:** Work in partnership with Municipal and County agencies to achieve local and regional transportation goals in a timely manner.
- O1-S3:** Involve local governments, groups with direct transportation interests, and citizens of Nebraska in developing, updating and using the Long Range Transportation Plan.

Coordination and Cooperation Strategies (cont'd.)

O2-S1: Establish effective and durable partnerships with other state agencies (e.g. DED and DEQ), local and other political subdivisions and linkages to other transportation modes (transit, rail, truck and air) as appropriate, to determine feasible infrastructure investments.

O2-S2: Assist in the development of regional strategies that secure new business and jobs in Nebraska (rather than zero-sum competition between communities).

O2-S3: Identify public and private resources for successful implementation of transportation projects, with special attention to opportunities presented by inter-disciplinary or multi-modal funding sources.

✓ Performance Measures (PM):

O1-PM1: Measure the number of stakeholders, events, activities, and projects as the result of a collaborative effort with stakeholders.

O1-PM2: Measure the level of satisfaction with project coordination between NDOR and the local public agencies.

O2-PM1: Measure the number of projects completed that result in a positive economic impact on the state.

Goal Attributes

Goal supports FHWA and FTA Planning Factors...

- (1) Support the economic vitality of the [United States, the states, nonmetropolitan areas, and] metropolitan area[s], especially by enabling global competitiveness, productivity, and efficiency.
- (6) Enhance the integration and connectivity of the transportation system, across and between modes [throughout the state], for people and freight.
- (7) Promote efficient system management and operation.

Goal addresses NDOR Stakeholder Survey results...

- 96% consider Economic Development as an important community issue
- 16% believe that NDOR is very effective in planning for the transportation system as a whole and 53% say that NDOR is somewhat effective on this issue

Goal supports NDOR mission statement

Vision 2032's Plan Implementation Process

Vision 2032 is a 20-year long-range transportation plan focused on implementation. A full implementation plan will be written following plan adoption and will be amended to Vision 2032. The implementation plan will outline the actions and timetables for achieving Vision 2032's goals and objectives. This plan will demonstrate NDOR's commitment to plan implementation.

The goals, objectives and strategies established in Vision 2032 are written so that they can be easily implemented and monitored in the future. Each goal is supported by outcome-based, measurable objectives that can be achieved through strategies. Actions must be designed in order to implement the Vision 2032 strategies. The actions below were designed during the development of Vision 2032. This "draft" set of actions serves as a starting point for the implementation plan. These actions will be evaluated via the performance measures identified in table 1 (see page 1) during implementation plan development. Additional actions will be written to implement all strategies.

1

SAFETY ACTIONS

- Implement the most current version of the Nebraska Strategic Highway Safety Plan, Performance-Based Strategic Traffic Safety Plan, and Motor Carrier Safety Assistance Plan **(O1/O2-S1-A1)**. This action will include, but not be limited to, the focus areas below. These focus areas are designed to address all at-risk drivers.
 - Increasing safety belt usage
 - Keeping vehicles on the roadway, minimizing the consequences of leaving the road and reducing head on and across median crashes
 - Reducing impaired driving
 - Improving the design and operation of highway intersections
 - Addressing the over involvement of young drivers in crashes

A full implementation plan will be written following plan adoption. The "draft" set of actions serves as a starting point for the implementation plan.

2

MOBILITY ACTIONS

- Maintain the pavement condition and ride quality, bridges, and all transportation appurtenances (pavement markings, signals, signs, surface shoulder conditions, etc.) at an acceptable level on the state transportation system. **(O1-S1-A1)**
- Establish minimum maintenance levels for primary transportation assets. **(O1-S2-A1)**
- Promote the use of a uniform pavement and bridge management system to improve the data quality of local systems. **(O1-S2-A2)**
- Study truck volume related issues resulting from road closures in adjacent states to determine how to effectively manage those issues. **(O3-S2-A1)**
- Continue measures to eliminate train/vehicle conflicts, reduce delay, and provide alternate routing options. **(O3-S2-A2)**
- Investigate alternate routes due to road closures and detours, and ensure necessary improvements are programmed. **(O3-S2-A3)**
- Disseminate the alternate routing plan to law enforcement, emergency responders and the traveling public. **(O3-S2-A4)**
- Expand the use of social media (Twitter) to provide information to the public. **(O3-S3-A1)**
- Consider implementation of variable speed limits for more efficient traffic queue management. **(O3-S4-A1)**
- Continually improve communications and technology used by the District Operations Centers (DOC). **(O3-S4-A2)**

3

ENVIRONMENTAL STEWARDSHIP ACTIONS

- Convene an Interagency Environmental Coordination Committee to meet on a regular basis. **(O1-S1-A1)**
- Utilize the public involvement manual to increase stakeholder participation in program and project meetings. **(O1-S1-A2)**
- Utilize the public involvement manual to increase the participation of stakeholders in the development of the Statewide Transportation Improvement Plan (STIP) and Statewide Long-Range Transportation Plan (LRTP). **(O1-S1-A3)**
- Develop a NEPA guide easily understood by all stakeholders. **(O1-S1-A4)**
- Conduct outreach to neighborhood associations and businesses especially in early project phases. **(O1-S2-A1)**
- Evaluate mobility at a network level. **(O1-S3-A1)**
- Evaluate impacts to noise and air quality. **(O1-S3-A2)**
- Evaluate environmental impacts vs. enhancements at a program level. **(O1-S3-A3)**
- Collaborate at the community and MPO level to determine the livability impacts of projects and activities. NDOR will assist communities applying for livability grant funding. **(O1-S3-A4 & O1-S4-A1)**
- Promote integrated methods of transportation. **(O1-S4-A2)**
- Coordinate between land-use and transportation, including analyzing the impact of transportation planning on downtown business districts, maintaining the viability of existing neighborhoods, assessing the impacts of urban development, enhancing rural communities and recognizing sustainability. **(O1-S4-A3)**
- Create environmental commitment tracking sheets with designated responsibility for each project. **(O2-S1-A1)**
- Identify sensitive environmental commitment resources to be avoided on the project plans. **(O2-S1-A2)**
- Create a system to document NDOR's environmental commitments are being carried out. **(O2-S1-A3)**
- Create an environmental commitment database and documentation system available to the stakeholders and public via the Internet. **(O2-S1-A4)**
- Recognize and preserve cultural and environmental resources in the construction and postconstruction activities through NEPA, the National Historical Preservation Act, and Nebraska Highway Salvage program. **(O2-S1-A5)**
- Investigate a wetland mitigation bank program for local projects and in lieu fees. **(O3-S1-A1)**
- NDOR Planning & Project Development Division will work with Operations Division to identify actions to be incorporated in updates to the Operations Maintenance Manual. **(O3-S2-A1)**
- Document recycled material in an effort to maximize the use of recycled material on transportation projects. **(O3-S3-A1)**

4

COORDINATION AND COOPERATION ACTIONS

- Coordinate state and transit modal plans: rail, highway, aviation, pedestrian and bicycle trails, and other pertinent plans, whether already in place or under development/anticipated. **(O1-S3-A1)**
- Partner with stakeholders to attract new business and jobs and sustain economic growth. **(O2-S2-A1)**
- Enhance tourism through Nebraska Byways and Transportation Enhancement programs, historical markers program, directional signage, technology and other transportation-related facilities. **(O2-S2-A2)**
- Engage multi-modal private industry in developing regional strategies for the efficient movement of people and freight. **(O2-S2-A3)**
- Incorporate regional airports (improving existing airports and maintaining good connectivity to existing facilities) in development of regional strategies for the efficient movement of people and freight. **(O2-S2-A4)**
- Establish an interagency multi-disciplinary team/process, including the Nebraska Department of Roads, Nebraska Department of Economic Development, Nebraska Energy Office and Nebraska Department of Environmental Quality, to identify and develop projects that can attract and compete for multi-modal, multi-disciplinary grant funding. **(O2-S3-A1)**
- Work with other federal, state and local public agencies, as well as other stakeholders to secure grant funding on a priority basis. **(O2-S3-A2)**



Recommended implementation steps for other agencies to carry out the goals and objectives of the Nebraska LRTP are:

- ▶ Costs should be assessed periodically for transportation modes and agencies outside NDOR. Costs for these modes and agencies were estimated for the Nebraska LRTP; therefore, these elements of the plan are one-time approximations. Nebraska's MPOs estimate local highway investment costs periodically. Because cost estimates provide important information for governing bodies, including whether current resources are sufficient, it would be beneficial for other transportation agencies to report projected needs as well, thereby allowing a comprehensive cost estimate to be calculated for the state.
- ▶ Revenue as well as the gap between revenues and costs should also be forecast regularly by other agencies. Only with such information can the public and legislative bodies understand whether an agency is on track to provide the services that its customers need. Agencies such as the Metropolitan Area Planning Agency (MAPA) in the Omaha metropolitan area and the City of Lincoln/Lancaster County MPO have already undertaken the task of estimating the gap between revenues and costs.

- ▶ Performance measures monitor progress toward achieving a goal. Therefore, performance measures and strategies should be used to manage investments and to monitor progress. The types of performance measures and strategies for implementing the goals and objectives developed for NDOR may also be considered by other agencies and for other modes. These have not been included in the Nebraska LRTP because they are implementation steps and are the specific responsibility of the designated agencies. The performance measures and strategies through which other agencies will address goals and objectives could be prepared by those agencies directly, in the same format as those prepared for NDOR performance measures and strategies above.

Nebraska's state highway needs are updated every year. It would be appropriate to update this long range plan every five to seven years, including the needs for local roads and other modes.



Strategic Approach to Allocating Highway Funds

The Nebraska Department of Roads is responsible for overseeing and maintaining a vast infrastructure that includes 9,949 miles of highways, 3,516 bridges, 24 rest areas, and 181,818 acres of right-of-way spread over eight field districts. Faced with declining revenues and extraordinary inflation, the administration of the NDOR recognized the need to review the process for allocation of funds for highway improvements. To this end, NDOR formed a funding distribution team to evaluate the current process and make recommendations that would provide the citizens of Nebraska with a quality roadway system regardless of the funding level. The Funding Distribution Team's Final Report details a new approach for allocating highway funds.

The Team recommends giving top priority to preserving the state's existing highway and bridge assets. After all asset preservation needs have been met, the next priority is to allocate funds for capital improvements.

A new process for a statewide ranking of capital improvement projects is in place. The process uses a two-tier system and is based upon estimated economic benefit to the highway users. This report can be accessed at www.dor.state.ne.us/docs/funding-reports/FDT-Final.pdf

Appendix

Additional detail concerning existing conditions and future trends of Nebraska's transportation system, as well as system needs, costs and revenues can be found in the Appendix documents. In addition, various reports detailing the results of the Vision 2032 stakeholder survey are included in the Appendix. The following documents may be accessed at www.dor.state.ne.us/lrtp/vision2032:

- **Appendix I**
Existing Conditions and Future Needs of Nebraska's Transportation System
- **Appendix II**
System Needs, Costs and Revenues
- **Appendix III**
Freight Transportation Status in Nebraska
- **Appendix IV**
Vision 2032 Stakeholder Survey Reports

Vision 2032 questions, please contact:
Highway Planning Manager
Planning & Project Development Division
PO Box 94759
Lincoln, NE 68509-4759
402-479-4623
www.transportation.nebraska.gov

An efficient, quality transportation system continues to be a major key in ensuring Nebraska's ability to compete in a global economy by providing the means to move products and people. With the constantly changing economy, the flow of goods and the movement of people remains a vital function of the nation.

Intermodal traffic volume is expected to continue to increase, and Nebraska will continue to enhance its efforts to work with elected officials, businesses, citizens, and all stakeholders to plan for future transportation needs. To remain ready for future growth, Nebraska must continue to make sound investments in transportation services and infrastructure.





www.transportation.nebraska.gov